Central American NEWSLETTER

Newsletter of the Central American Group of the Spanish Main Society.

Editor: Michael P Birks, Flixton Girls' School, Urmston, Manchester M31 3DR, England 061-747 5924 (Home)

Vol III, Nº.53 October 1993

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The **Central American Group** is a part of the **Spanish Main Philatelic Society,** the leading society in the world for collectors of Latin America. The journal of the SMPS is 'The Mainsheet', published quarterly, and is available by annual subscription from the Secretary, Brian Moorhouse, PO Box 105, PETERBOROUGH PE3 8TQ, England. Phone 0733 268708. Subscription is currently £8 in Europe or $20 elsewhere. Cheques in sterling or US$ should be made payable to 'The Spanish Main'. A three year subscription of £21/$54 and a five year subscription of £30/$80 are available and payment for these longer subscriptions may be made by Access, Mastercard or Visa.

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Back issues are available to members at 75p/$1.50 each, although issues 1-20 inclusive can be purchased for £10/$20 complete. Non-members may request a sample copy for 75p/$1.50 post paid. Requests for back issues should be sent to the Editor, to whom cheques should be made payable.

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The Group does not run a packet. The SMPS Packet Secretary is Brian Sylvester, 3 Russel Court, St Lukes Road, MAIDENHEAD, Berks SL6 7AP, England. Phone 0628 784555.

Although most packets are of a general nature, there are occasional specialised one country packets. Good and unusual material is always wanted.

Owing to insurance difficulties, the packet is not available to overseas members, although we shall be pleased to accept material for inclusion in the packet from them.

The Auctioneer of the SMPS is Brian Moorhouse, to whom Auction and Private Treaty lots should be sent. Brian is a dealer, and will include your name on his mailing list if requested.

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EDITORIAL

Once again I write that this is the last issue of the current year and subscriptions for 1994 will soon be due. I am pleased to be able to tell you that subscriptions have not been increased and remain at $5 Europe and £6/$12 elsewhere. Please bear in mind that a dollar cheque costs us £5 to negotiate and so we must ask you not to send them if at all possible.

Saturday 23rd October, at the Victory Services Club, is the date of our next meeting, where the subject will be mainly Chile fiscals. At the same venue on Saturday 20th November members will be competing for the Spanish Main Cup, and just recently I heard that, again at the same venue, a joint meeting with the British Aerophilatelic Federation has been arranged for Saturday 26th February. More details later. Finally our Provincial Meeting this year will be in Manchester, but as yet no arrangements have been made.I shall be coercing members shortly, but a volunteer is worth ten pressed men!

Ifeel sure that many of you will have noticed the imbalance in the republics represented in this Newsletter. Perhaps those of you who are able would care to write something to correct that:

WANTED!

Contributions for the next edition

Please send your letters, articles, news and other pertinent information to The Editor.

mpb

DOMINICAN REPUBLIC: MORE ON THE 'UPU' ISSUE OF 1891

In issue Nº.45, October 1991, p150, we illustrated a cover bearing a UPU surcharge and asked for details. In the following issue, Nº.46, January 1992, p160-1, we reprinted an article by James Smith giving the background to this issue. Following this Norman Gahl sent us further details. These comprise the second part of the article by James Smith, which also appeared in the Spanish-American Philatelist in January 1982, and an article from the Collectors Club Philatelist, Vol.XXV, Nº.4, of October 1946. From these two sources I have compiled the following.

x 1.5

The Stamps

Gibbons Stamp Monthly of 31 October 1906 reported that:-

> "In 1891 some of the stamps of 1879 and 1880 were surcharged .... and some of them were allowed to frank letters to France and elsewhere. These stamps are looked upon as speculative, and they are not generally collected, or listed in the leading catalogues. A full account of them may be found in the Monthly Journal for 1901 and in Le Timbre-Poste for the same year."

Although not surcharged with the authority of the Post Office, nor sold over Post Office counters, these stamps were accepted for postage and allowed to pass through the mails. This despite strong objections by the Postmaster General, who appears to have been powerless to stop them. It is generally accepted that these stamps had the 'support' of a highly placed government official.

James Smith lists the stamps and their varieties as follows:-

1. 1c on 5c blue (Sc38), Y&T 69. 2,500 copies were overprinted in red; it is possible that this figure applies to the total of this stamp and the next.
   a. double surcharge.
2. 1c on 5c blue (Sc 47), Y&T 69a. Overprinted in red.
3. 1c on 25c on 5c blue (Sc 59), Y&T 70. Varieties such as top of '2' broken, straight serif on '5' of '25' and accent on the 'i' of 'Centimos' reported but not seen.

4. 2c on 20c brown (Sc 40), Y&T 71. 6,000 copies were overprinted in blue; it is possible that this figure applies to the total of this stamps and the next. Many minor varieties of the overprint can be found, such as a shifted overprint, so that the 'P' is missing and another so that the 'P' is at the bottom instead of the top.
   Note that shifted overprints causing various minor varieties can be found on all issues of this set.

5. 2c on 20c brown (Sc 49), Y&T 71a. Overprinted in blue.

6. 2c on 1 franco on 20c brown (Sc 64), Y&T 72. Overprinted in blue.
   a. Straight serif on '1' (positions 4, 6, 11 and 19 of the sheet).
   b. Comma after franco instead of a period (position 15).
   c. Raised full stop after 'franco' (positions 3, 8, 17, 20 and 24).

7. 2c on 1 franco on 20c brown (Sc 80), Y&T 72a. Overprinted in blue.
   a. Staright serif on the '1' (positions 9, 23 and 24).

8. 2c on 1 franco on 20c brown (Sc 63), Y&T 73. Overprinted in blue.
   a. Straight serif on '1' (positions 9, 23 and 24).
   (Number 8 is known with a genuine 'UPU' overprint on a forged '1 franco' surcharge.)

9. 2c on 1 franco on 20c brown (Sc 81), Y&T 73a. Colour of overprint not stated.
   a. Straight serif on '1' (positions 4, 6, 11 and 19).
   b. Comma instead of full stop after 'franco' (position 15).
   c. Raised full stop after 'franco' (positions 3, 8, 17, 20 and 24).

10. 50c on un real (Sc 35), Y&T 74. 2,000 copies were overprinted blue. Perf 12.4 x 13.0.

11. 80c on medio real (Sc 32), Y&T 75. Overprinted in red. Perf 12.4 x 13.0 and 13.0.
    a. 'UPU' applied to an imperforate stamp.
    This stamp is known with a double overprint, one of which is a forgery. A forged overprint on a forged stamp is also known. The forged stamp is perforated 11.0 x 11.8.

12. 80c on medio real (Sc 33), Y&T 75a. 4,000 stamps overprinted in blue. Perf 12.4 x 13.0.

13. 90c on un real (Sc 34), Y&T 76. 2,100 stamps overprinted in blue. It has been stated that the number issued was 100, but this seems unrealistsic because although like all others of the 'UPU' series it is scarce, but not that scarce. Perforated 13.0 and 13.0 x 12.4.
    There are at least two forgeries of this stamp. One, with a forged overprint, can be told for what it is easily because the spacing of the 'U's puts them much too close together. There are other differences between this and the original. The other forgery is on a forged stamp. A forged overprint on a forged copy of number 34. Instead of having 'avos' in small letters after the 'CT' at the bottom, the forgery has only 'os' in small letters. There are other differences between the forgery and the genuine. A forged overprint is known on a genuine stamp which is perforated 12.4 x 13.0.

14. 1 peso on medio real (Sc 32), Y&T77. 4,500 copies were overprinted in red; it is possible that this figure applies to the total of this stamp and the next. Perf 12.4 x 13.0 This stamp is known with a forged overprint on a forged copy of number 32 and with a forged cancel. All of these forgeries are so badly done that I do not feel it necessary to try to describe ways to tell the forgery from the genuine.

15. 1 peso on medio real (Sc 33), Y&T 77a. Overprinted in red. Perforated 12.4 x 13.0.

Jmaes Smith adds that he has never seen the stamp he lists as number 5, but has seen it listed elsewhere. He adds that the Y&T numbers need to be checked.

The Envelopes

Thirty one varieties of the Parisot 'UPU' envelopes are known and of these twenty two are peso surcharges. Four of these are on envelopes which were never issued! It is difficult to know how Parisot obtained 25c, 50c and 1 peso envelopes on blue paper, and 75c enelopes on white paper, when these envelopes had not been surcharged. Could it be that the government official with whom he was in collusion gave him the complete stock of these envelopes, resulting in them being 'unissued'? Some of the issued envelopes were not overprinted by Parisot.

Below is a listing of the envelopes known.

1.	1 peso	carmine	on	1c	green	on	orange paper	
2.	1 peso	carmine	on	2c	red	on	white paper	
3.	1 peso	black	on	5c	blue	on	white paper	
4.	40c	blue(?)	on	10c	rose	on	white paper	
5.	70c	black	on	15c	yellow	on	white paper	
6.	80c	black	on	15c	yellow	on	white paper	
7.	90c	black	on	15c	yellow	on	white paper	
8.	1 peso	green	on	20c	bistre	on	white paper	
9.	1 peso	brown	on	25c	violet	on	white paper	
10.	1 peso	(?)	on	40c	brown	on	white paper	
11.	1 peso	brown	on	45c	purple	on	white paper	
12.	1 peso	carmine	on	50c	orange	on	white paper	
13.	1 peso	black	on	60c	green	on	white paper	
14.	1 peso	carmine	on	75c	blue	on	white paper	(unissued envelope)
15.	40c	blue	on	10c	rose	on	straw paper	
16.	40c	(?)	on	30c	carmine	on	straw paper	
17.	1 peso	carmine	on	50c	orange	on	straw paper	
18.	1 peso	carmine	on	1p	gold	on	straw paper	

19.	1 peso	carmine	on	2c	red	on	blue paper	
20.	1 peso	black	on	5c	blue	on	blue paper	
21.	30c	carmine	on	10c	rose	on	blue paper	
22.	50c	carmine	on	10c	rose	on	blue paper	
23.	60c	black	on	15c	yellow	on	blue paper	
24.	1 peso	green	on	20c	bistre	on	blue paper	
25.	1 peso	brown	on	25c	violet	on	blue paper	(unissued envelope)
26.	1 peso	black	on	30c	carmine	on	blue paper	
27.	1 peso	(?)	on	40c	brown	on	blue paper	
28.	1 peso	brown	on	45c	purple	on	blue paper	
29.	1 peso	carmine	on	50c	orange	on	blue paper	(unissued envelope)
30.	1 peso	carmine	on	75c	blue	on	blue paper	
31.	1 peso	carmine	on	1p	gold	on	blue paper	(unissued envelope)

The Cancellation

The illustration in issue N°.45, was used as the basis for the illustration on page 254. The impressed stamp is cancelled with a four line mark, unframed, measuring about 34 x 22 mm reading 'ADMON PRINCIPAL/DE CORREOS/ABR 10 1891/Santo Domingo. This cancellation is only found on these 'UPU' covers and it would appear that April 10 is the only date found. If readers have other cancellations on these covers, or indeed other dates, I would be pleased to hear from them.

Acknowledgements
Spanish-American Philatelist, Vol.IV, N°s 3 and 4, Oct 81/Jan 82.
Collectors Club Philatelist, 'POstage Stamps of the Dominican Republic 19th Century' by Clarence Hennan MD, Vol.XXIV, N°.1, pp1-14, Jan 45; Vol.XXV, N°.4, pp135-151: Vol.XXVI, N°.2, pp41-55, Apr 47; Vol.XXVI, N°.3, pp103-115, Jul 47.

MEMBERS WANTS c/o the Editor

Costa Rica 577 (Girl with braids): Dom Rep 802/3 & 807/8 (Refugee children):
El Salvador 901/3 (Bridge); 1302/4 (Hospital): Mexico 1354 (Rosenbluth Stearns:
Nicaragua 1046 & 1432 (Pan-Am Union); 1710 (Yashin); 1791/1801 (Commandments);
1984 (Caruso); 2224 (Einstein); 2296 (Fish): Panama 330 (Branden); 756/7 (Synagogue);
911 (Calmati); 1136 (US/Pan treaty); 1138/41 (Treaty); 1335 (Synagogue):
Pan Can Zone 156 (Locks); 161/2 (Locks): Argentina 1771 (Tapestry); 2061 (Riverfish):
Bolivia 1109 (Polio); ? 1986 (Resnick & S.S.); Brazil 707 (Zamenhof); 985 (Joel); 1112 (Nahum);
1258 (Sculpture); 1994 (Hearing); 2026 (Polio); 2218 (Amnesty): Chile ? 1986 Souv Sheet:
Colombia 582 (Isaacs); 1782 (Isaacs): Paraguay ? 1989 (Esther); ? 1990 (Geneva):
Uruguay 1291 (Pres Israel); ? 1991 (Baitler); ? 1992 (500 An Jewish):
Venezuela 2819 (Ricardo); ? 1992 (Columbus); ? 1992 (Waldman):

The numbers are all Stanley Gibbons. Used stamps prefered.

WHO'S WHO ON THE POSTAGE STAMPS OF COSTA RICA

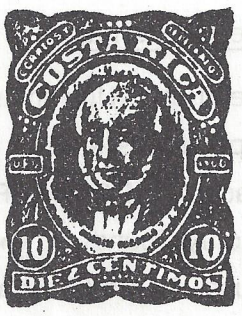
by RICHARD H SAUNDRY

1. Jose Maria Canas (1809-1860)

Jose Maria Canas was born in 1809 in Sonsonate in El Salvador. Little is known about his early years, in particular about his family or his education. During Francisco Morazan's (SG 447, Sc 228; SG 337, Sc C83a) campaign to gain control of Guatemala City in the struggle for the Central American Federation, Canas emerged as one of Morazan's leading supporters and when Morazan was obliged to seek refuge in South America, Canas went with him. En route however, Canas stopped at Puntarenas where the current President of Costa Rica, Braulio Carillo (b1800-1845), permitted him to stay. Soon after he was entrusted with the important task of organising the port of Moin. Canas accomplished this with such distinction that in 1850 he was appointed Governor of Puntarenas. It would be about this time acting as a General in the Costa Rican army that Canas fought in the campaign against the American filibuster William Walker. In doing to he demonstrated his military genius, energy, tenacity and bravery. Following his triumphant return he was appointed Minister of the Treasury and War. During his earlier years in Costa Rica he had married the sister of Juan Rafael Mora, (1814-1860) on whose rise to power Canas was appointed to several important posts. One of the most important accomplishments of his life was the negotiation of the Canas-Jerez Treaty of 15 April 1858 by which Costa Rica and Nicaragua agreed a boundary between the two republics. When his brother-in-law fled to El Salvador in 1859, Canas went with him. Because of his military reputation, and being a native Salvadorean, he was quickly appointed Commander-in-Chief of the Salvadorean Army. Once again he attained a position of high trust, with promise of a great future, only to lose it in a very short time. In 1860 he returned to Costa Rica with Mora during the latter's unsuccessful attempt to wrest the Presidency from Jose Maria Montealagre and regain that office for himself. The expedition was a failure, Canas was captured and executed by firing squad 2 October 1860. On 30 September 1881 his remains were reburied with full honours in the cemetary of San Jose.

Francisco Morazan

Jose M Canas



Braulio Carillo

Juan M Mora

Jose Maria Canas appeared on the 4 ctmos definitive stamps of 1903 (SG 52, Sc 55), of 1907 (SG 59, Sc 61) and of 1919 (SG 79, Sc 71).

2. Juan Rafael Mora (1814-1860)

Juan R Mora

Juan Rafael Mora was born in San Jose on 8 February 1814. His primary education ended when he was fifteen when he began to work with his father. At twenty-one, on the death of his father, he undertook to support his family. He engaged in several ventures but his real interest lay with the coffee industry in which he was a pioneer. At thirty-three years of age he was elected Vice Jefe de Estado on the resignation of Jose Mario Alfaro. The Congress and supporters of Jose M Castro (1818-1892), the Jefe de Estado, were not sympathetic to Mora, since they considered him a dangerous political competitor. He did his duties will and on one occasion quelled a local uprising in Alajuela while acting as the Chief during the absence of Castro.Prior to the end of Castro's term, however, Mora resigned. On 30 August 1848 Costa Rica declared her independence from the Central American Federation, with a President in place of a Jefe de Estado. Owing to repeated disturbances both Castro and his Vice-President resigned. Mora was appointed Vice-President on 2 October 1849 and on 24 November was installed as President. Strong measures were required to readjust the nation in the light of intense local feelings. When Congress refused to support his energetic and far-reaching measures, Mora tended his resignation. On their refusal to accept his resignation he dismissed Congress and called on the people to elect new representatives. Mora and F M Oreamuno (SG 230, Sc C85 & 85a) were elected on 3 May 1853 as President and Vice-President. Through his leadership agriculture was fostered, international relationships were re-established on a more friendly basis, a Bishopric for Costa Rica was established and financial conditions improved following the founding of a National Bank. Mora's skills in establishing and maintaining peace were mirrored by his skills in War. Directing the Costa Rican campaign in Nicaragua against the American filibuster William Walker, Mora was one of the leaders who drove the adventurous Tennessean out of Central America. After Mora had been re-elected President in 1859 his many reform policies, accomplished in some instances against strenuous political resistance, produced a strong opposition which under Vicente Aguilar, Minister of War in the Cabinet of President J M Montealagre (SG 359/360, Sc C88/88a), resulted in Mora being forced from office 14 August 1859. Mora went to the USA where reputedly President Buchanan secretly offered to help him regain the Presidency, provided that he would help re-establish the Central American Federation. Mora, however, felt that such a union would be disadvantageous to Costa Rica. Mora sought refuge in El Salvador where he returned to the cultivation of coffee. In 1860 More yielded to the entreaties of his friends to return to Costa Rica as leader of the counter-revolutionary army against the Administration of Montealegre. Unfortunately the support

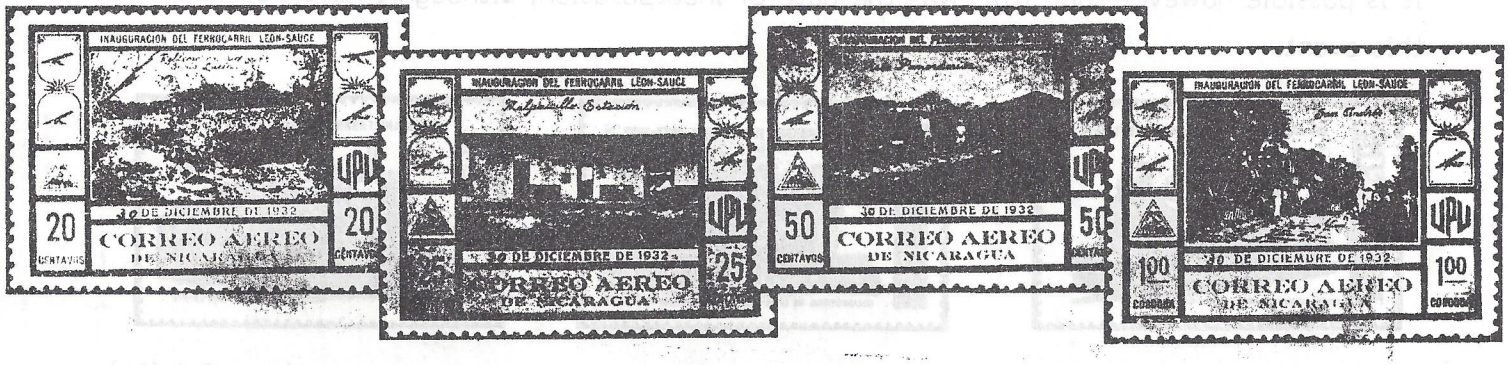
Jose M Castro

continued on page 267

THE RAILWAYS OF NICARAGUA by DR ANTHONY GOODBODY

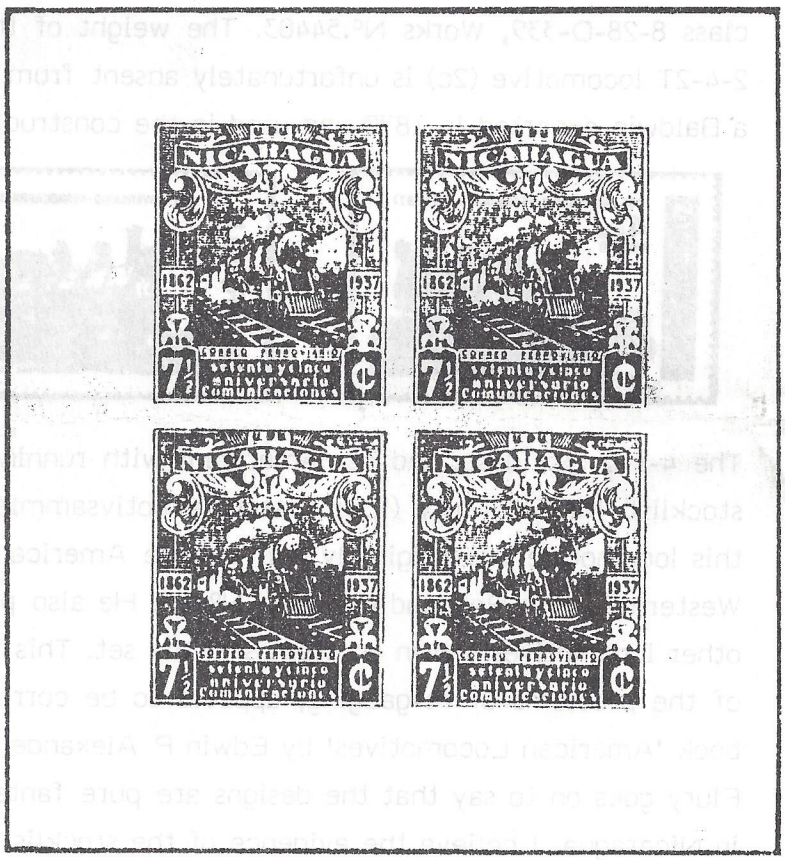
(continued from page 233)

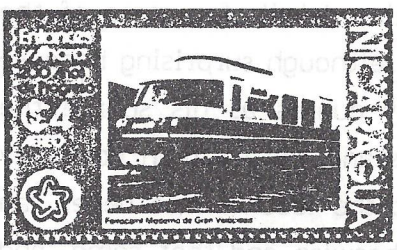
Other covers, even though the stamps may be genuine, are likely to have had the datestamp turned back.



75th Anniversary of the Postal Administration, 1937 (SG 999)

The 7½c value of this set shows a 'mail train' hauled by a locomotive which is clearly not authentic. These stamps, printed by lithography in Managua, were produced in sheets of four as well as sheets of twenty-five. They can be found both perforated and imperforate.





USA Bicentenary, 1976 (SG 2071)

This is a French built RTG series turbo train of which two were bought by AMTRAK in 1973 for the Chicago - St.Louis service. AMTRAK subsequently acquired a further four of the five-car trainsets from France and seven more were built by the Rohr Corporation in the USA to a slightly different design.

Centenary of Nicaraguan Railways, 1978 (SG 2155-2163, MS2164)

The 3ft 6in gauge railway from Managua to Corinto was opened in 1886, although until 1903 the journey began with a steamer trip on Lake Managua. The first short section from Corinto to Chinandega was opened in 1881. It seems therefore that the stamps anticipated the Centenary by some four years.

It is possible however that 1877 was the date of incorporation, although I have no record of this event.

Most of the locomotives shown on the stamps were built by Baldwin. Locomotive Nº.6 (1c) is a 4-6-0 built by Baldwin in 1921. The stocklist mentioned above describes it as Baldwin class 8-28-D-339, Works Nº.54403. The weight of the locomotive is only 72,000 lbs. The 2-4-2T locomotive (2c) is unfortunately absent from the stocklist but was almost certainly a Baldwin exported in 1870 and used in the construction of the line.

The 4-6-0 (3c) described as 'American' with running number 10, is also absent from the stocklist. Mr F P Flury ('Der Eisenbahnmotivsammler', Nr.52, April-May, 1984) states that this locomotive was originally built by the American Locomotive Company in 1909 for the Western Pacific Railroad (Running Nº.94). He also provides similar details for some of the other locomotives shown on stamps in the set. This information, although surprising because of the problems of re-gauging, appears to be correct. Mr Flury quotes as his source the book 'American Locomotives' by Edwin P Alexander. If I understand the German correctly Flury goes on to say that the designs are pure fantasy and that the locomotives never ran in Nicaragua. I believe the evidence of the stocklist provides otherwise and that some, and probably all the locomotives on the stamps actually did run in Nicaragua after having been purchased second-hand from their former owners.

The 2-8-0 (4c) Nº.31 was built by Baldwin in 1906, class 10-28-E-151, Works Nº.59042, weight of locomotive only 95,000 lbs. It was supplied to the Pennsylvania Railroad where it carried the Running Nº.1, clss H6sb. Photographic evidence in my possession confirms that

it was still in the hands of RRR in 1934. The date 1936 in the stock list is presumably the date when it was acquired by Nicaragua.

The 4-6-0 Nº.21 (5c) was another Baldwin, Works Nº.36895, class 10-24-D-81, built in 1911, weight 82,100 lbs. No details are available for the Presidential Coach (15c). The 4-6-0 'American' (35c) was Nº.328, class S10 of the Northern Pacific Railroad, built by the American Locomotive Company in 1907. It is not known when it was transferred to Nicaragua and acquired the running number 33. On the Stock List Nº.33 is a Baldwin built in 1924. This cannot be the same locomotive.

Locomotive Nº.36 (C4) is a Baldwin 2-8-0 built in 1907, when it became Nº.1799 of the Rock Island Railroad. Here the Stock List gives Nº.36 as a Henschel 2-8-2. Again the locomotive on the stamp must be different from the one with the same running number in the stocklist. Finally, locomotive Nº.41, 4-4-0 (C10) is pure Pennsylvania Railroad from its Juniata Works. It is class D16sB, a rebuild of class D16 dating from about 1914. Nº.41 does not appear in the stocklist.

Nicaraguan Locomotives and Rolling Stock, 1981 (SG 2318-2324)

The year 1981 saw the appearance of a second long set of garishly drawn but apparently authentic locomotive stamps. Again the stocklist is my only source of information apart from what is writtne on stamps.

Apart from the shape of the smokestack the locomotive on the 50c and C1.20 values are almost identical in appearance. I do not know the significance of 'El 93' on the lower value but the C1.20 value shows N°.21, a 4-6-0 built by Baldwin in 1911. It is in fact the same locomotive that appears on the 5c value of the previous set. The comparison is interesting.

In contract the C1.00 stamp shows 0-6-0T locomotive N°.35 built by the Vulcan Iron Works in 1946, Works N°.4771. I have no information on the American steam crane of 1909 quaintly labelled 'Hoist & Derriel' (C1.80). The next value (C2.00) shows one of the General Electric Bo-Bo 'Universal' line of export locomotives, introduced in 1956. There were six models designated U9B, U9C, U12B, U12C, U18B and U18C. In 1959 a new model appeared U6B. The version shown here, U10B, is an uprated version of U6B, powered by a single type D398 Caterpillar diesel engine. It appeared during the 1960's and the date on the stamp is to that extent misleading.

Weight in working order	109,600 lbs
Length over couplings	33ft 6in
Maximum speed	64 mph
Wheel diameter	36-40 in
Rated power	1050 hp
Continuous tractive effort @ 7.5 mph	36,200 lbs
Cylinders (12) (diam x stroke)	6¼ x 8 in

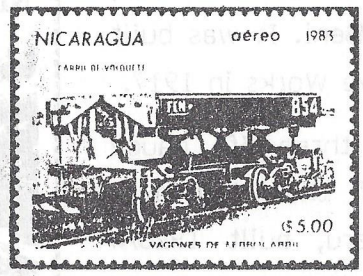
The two top values show diesel railcars. That on the C2.50 value was built by Ferrostaal A-G of Essen; while that on the C6.00 value is stated to be Japanese built, but no details are available.

Centenary of Admission of Nicaragua to the UPU, 1982 (SG 2357)

On the stocklist are four 2-8-2 locomotives built by Henschel & Sohn of Kassel. They are numbered 36-39 and it is almost certainly one of these that appears on this stamp. They were supplied in 1953, with works numbers 25,667 - 25,670; weight 132,400 lbs.

Nicaraguan Rolling Stock, 1983 (SG 2474-2480)

This is an attractive and unusual set showing rolling stock which is obviously authentic. Unfortunately no details are available about any of it.



Fifth Anniversary of the Revolution, 1984 (SG 2619)

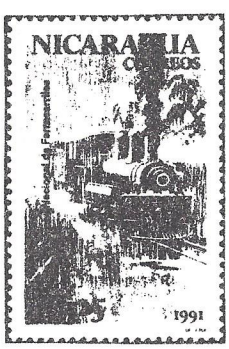
This is the same railcar as the one which appears on SG 2324.

150th Anniversary of German Railways, 1985 (SG 2659-2664, MS 2665)

Various German locomotives are shown on this set. They have no Connextion with Nicaragua.

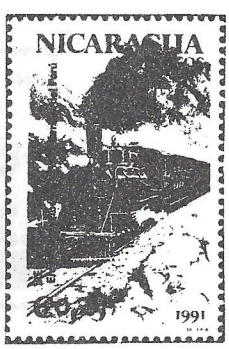
Locomotives of Latin America, 1991

Although the locomotives in this set are not Nicaraguan, they are Latin American and an attempt has been made to identify them.



25c (left). This is a Bolivian metre guage 2-truck 'Shay' articulated locomotive Nº.508, formerly of the F C La Paz-Beni. It was built by the Lima (Ohio) Locomotive Works in 1917.

25c (right). This is one of three 3ft gauge Baldwin Moguls (2-6-0's) of the Huancayo-Huancavelica Railway in Peru, built 1920/4 (works numbers 54262/2, 57796) and numbered 101-103.



50c. The standard gauge General Urquiza Railway of Argentina had a number of 4-6-0 locomotives built by the North British Locomotive Company in the years preceding the Great War. They were designated Class N and O and numbered 221-230 and 231-243 respectively. There is little in the external features to distinguish the two classes but it seems to be one or the other of them which is shown here.

C1.50. The most recent Chilean steam locomotives were some 4-8-2s built by Mitsubishi in 1952/3 for the Ferrocarriles del Estado, Red Sur (Southern Network) and numbered 840-869, class 80. Although missing the front headlight common to all locomotives the drawing on the stamp reproduces the main features of the Mitsubishi locomotives.

C2.00. Here the artist has obligingly included the number on the front of the locomotive. Ferrocarriles Nacionales (Colombia) Nº.61 is a 3ft gauge Baldwin 2-8-2 (works Nº.70899) built in 1944, formerly of the F C Antioquia.

C3.00. Again the artist has made the job of identification easy by including the number in the design. Nº.311 is a metre gauge Baldwin 2-10-4 of Division 12 (Dona Teresa Cristina) of the Brazilian Rede Ferroviaria S A (RFFSA) built in 1947 (Works Nº. 72685).

C3.50. The number on the smoke box door appears to be 60. Locomotives Nos.51-60 of the standard gauge Ferrocarril Presidente Carlos Antonio Lopez (formerly Central of Paraguay) were ten 2-6-0s built by the North British Locomotive Co. in 1910 (Works Nºs.19134-19143) It is certainly one of these which is shown on the stamp.

Bibliography: Among the books consulted were 'World of South American Steam' by Roy Christian and Ken Mills (1974) and 'South American Steam' by M H J Finch (Bradford Barton, 1974).

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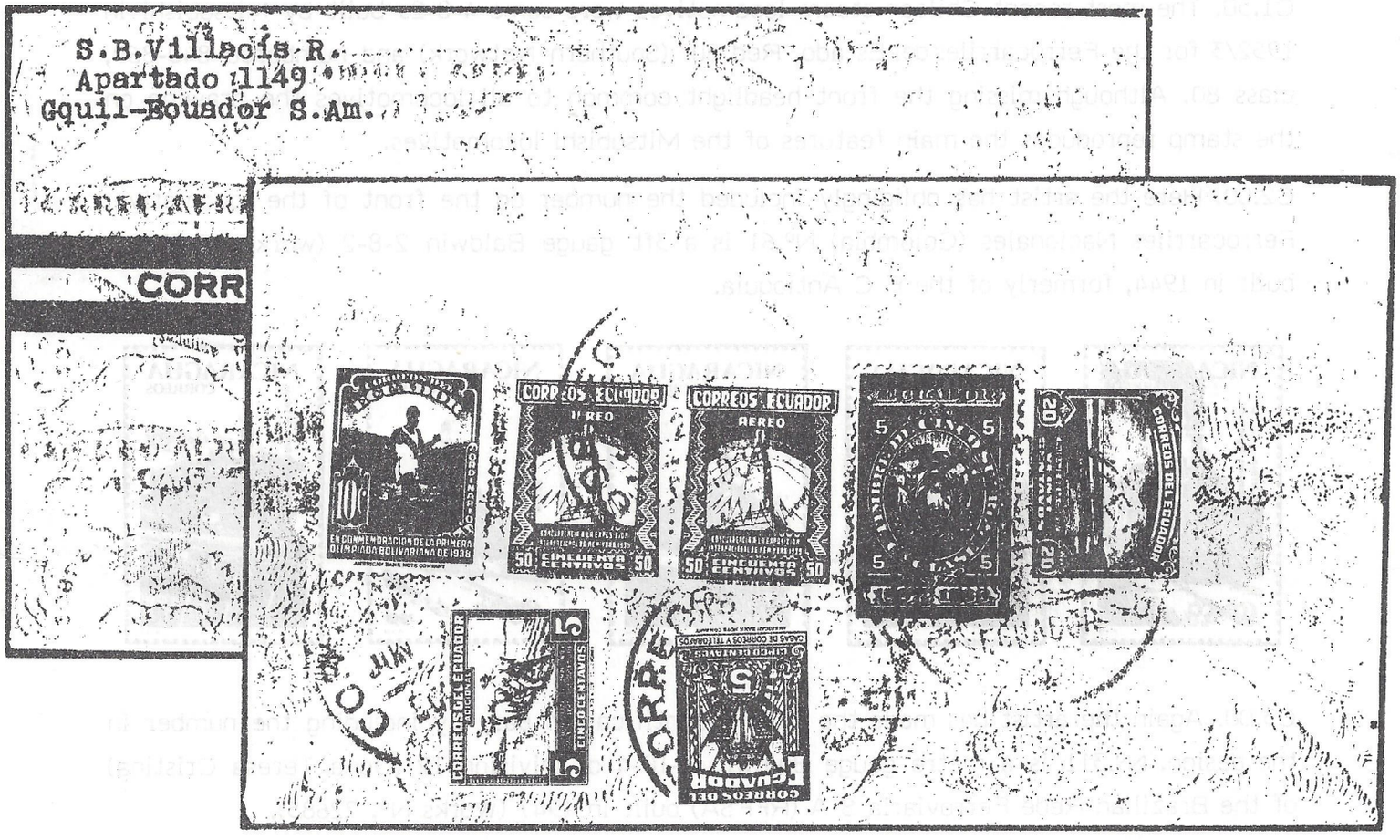
given Mora was ineffective. Mora surrendered his person to free several of his associates who had been captured. On 30 September 1860 Juan Rafael Mora was executed.

Mora appears on several Costa Rican postage stamp; on the 2 colon definitive issues of 1901 (SG 49, Sc 52) and 1907 (SG 66, Sc 68) and on two of the stamps of the Presidential portraits issues of the early 1940's (SG 341, Sc 232; SG 355-6, Sc C87, 87a).

ECUADOR FISCALS from **Brian Moorhouse** of Peterborough

In our last issue, Bill Welch illustrated and wrote about two Seebeck items of Ecuador which had been used some years after thier period of validity, and asked if any of our readers could furnish examples of even later usage. Brian Moorhouse responded with an illustration of a cover from his stock bearing a 5c fiscal used in 1941. Any advance on 1941?



From **Ing Rodrigo Paez Teran** of Ecuador

With reference to the Ecuador items mentioned in your last issue, I have the following comments:-

1. **The first item.** This postal card with an impressed five centavos stamp was never accepted nor used by the Ecuadorian Postal Authorities. This is a proof or essay prepared by Mr N F Seebck, but not ordered or bought by the Ecuadorian Government. The usage shown is a clear demonstration of theft against the United States Postal Organisation.

2. **The second item.** First, the name of the addressee is Señor Don Miguel A Egüez. This is an unofficial use of a postal card, because the card does not bear a cancellation on the printed stamps. Moreover, on the **front** of the card, we can read an order signed by Sr Eguez, "Please deliver to Sr Dominguez", probably an employee of Sr Miguel Eguez.

   Simply, the postal card was used as a formulary without value in order to notify the addressee of the arrival of a parcel post item, in this case, coming from Tulcan, a city in the north of Ecuador at the border with Colombia.

   Sr Miguel Eguez was a reputed trader in Quito, especially for the import and sale of the famous 'Borsalino' hats, made in Italy. Eguez had a store "Gran sombreria, Eguez & Co." - "Great Hat Shop", in the Venezuela street, about two hundred metres from the Central Post Office.